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SECURITY INFORMATION

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Behalf of the USSR

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THIS IS UNEVALUATED INFORMATION

1. The locomotives produced at the 23rd August Factory at Bucharest on Soviet account were of the so-called Russian type. This was heavier, with a lower center of gravity than the German types previously produced for the Rumanian railways. The wheels were of a 4-8-0 or 4-8-4 series.
2. These locomotives were built for Soviet gauge tracks and tested on an 800 meters stretch of Soviet gauge line near Bucharest. They were then placed on normal gauge axles, the driving rods removed, and towed to the frontier station, which was normally Iasi. The Soviet gauge axles and the driving rods were placed on a flat truck and towed behind. At Nicolina¹, on the Soviet side of the frontier, the locomotive was lifted off the standard gauge axles and placed on those with Russian gauge. Tests were repeated there and the normal gauge axles returned to the factory.
3. The same procedure took place with freight cars.
4. No electric locomotives were produced at the 23rd August Factory, although production was planned for 1953. It is unlikely that production will start then, however, due to the inefficiency of the Rumanian electrical industry, which has found it impossible to produce an electric motor of sufficient power and of the requisite minimum size of dimensions to do what is required of it.
5. It would appear that not all railway lines in Bessarabia have been converted to Russian gauge. During 1950-1951 the 23rd August Factory was ordered to repair 50 old Rumanian railway locomotives which were in use on the Bessarabian railways.

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Nicolina is in Rumania.

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